

MAIL.


With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

PRICE, \$24 PER ANNUM

Shipping

Steamers.
FOR PORT DARWIN AND COOKTOWN
The British Steamer
"CHARLTON,"
Captain JOHNSON, will leave
here for the above Ports, and
will have quick despatch.
For Freight or Passage, apply to
HOP KEE & Co.
Hongkong, November 15, 1877.

Sailing Vessels.
FOR DUNEDIN (N.Z.).
 The A.I. German Barque
 "MARIE."
 Capt. BURMESTER, will leave
 here for the above Port, and
 have a quick despatch.
 For Freight or Passage, apply to
ROZARIO & Co
 Hongkong, November 14, 1877.
FOR MELBOURNE & SYDNEY.

 The **A 1 British-Barque**
"**EMPRESA**,"
Capt. SKINNER, will load here
and have a quick despatch
above.
For Freight, apply to
ROZARIO & Co.

Hongkong, November 1, 1877.

FOR NEW YORK.

The A 1 American Barkentine
"ABIEL ABBOTT,"
J. O'HARE, Master, will load here
for the above Port; and have
early despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, October 19. 1877.

FOR LONDON.
(If sufficient inducement offers.)
The 100 4 1 British Ship
"ONIDA,"
S. CLEMA, Commander, will
have quick despatch as above.
For Freight or Passage, apply to
MEYER & Co.
Hongkong, November 10, 1877.

FOR LONDON.
The 100 4 1 British Bark
"WOODVILLE,"
T. E. NELSON, Master, will
load here and have quick
despatch.
For Freight, apply to
MEYER & Co.

Hongkong, September 26, 1877.

FOR NEW YORK.
The 41 American Ship
"COLORADO,"
INGRAHAM, Master, will leave
here for the above Port, as
will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, November 3, 1877.

FOR HONOLULU.
The A 1 American Ship
"CHARTER OAK,"
CAPTAIN, Master, will leave
here for the above Port, and
will have quick despatch.
For Freight or Passage, apply to
VOGEL, HAGEDORN, & Co.
Hawking, November 3, 1877.

FOR NEW YORK.
The 4 1/2 British Ship
"ISLE OF THE SOUTH"
DENNETT, Master, will load his
for the above Port, and will be
quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
 Hongkong, October 10, 1877.

FOR LONDON.
 The * 4 1, 100 tons splendid
 British Clipper Ship
 "SYDENHAM,"
 A. MILLAR, Commander,
 have quick despatch for the above Port.
 For Freight, apply to

VOGEL, HAGEDOORN & Co.
Agents.
Hongkong, September 27, 1877.

FOR SAN FRANCISCO.
The S/S L. L. German Shd
"GALATHEA."
JAGGER, Master, will load
for the above Port, and
have quick despatch.
For Freight, apply to
VOGEL, HAGEDOORN & Co.
Hongkong, September 10, 1877.

Notices to Consignees.
COMPAGNIE DES MESSAGERIES
MARITIMES.
S. S. PELHO.
NOTICE.

CONSIGNMENT of Cargo per S. S. *Euphrate*, from London, in connection with the above Steamer, are hereby notified that their Goods are being landed and stored at their risk at the Company's Godown, whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Underwriter.

Goods remaining unclaimed after Three Months will be sold at Public Auction.

DAY, the 22ND INSTANT, at Noon, will
subject to rent and landing charges.
No Fire Insurance has been effected.
H. DU POUY
Agent.
Hongkong, November 15, 1877.

steamer. I replied that I would tell Capt. Sands. Capt. Sands told me that the Lloyd's must be made, otherwise Lloyd's might object to class her as a first class, and requested me to make them. He told me to build in accordance with Lloyd's rules, as nearly as possible; and that if we could, it would be better to err on the right side. These alterations increased the cost very much, the extra weight of iron cost a good deal more. The dimensions of the Pacific were in excess of Lloyd's rule, at foot of page H, and could not have been built to the draught. (Witness then pointed out the discrepancies in the specifications with Lloyd's rules.) I consulted Capt. Cairns on them. The lengthening of the vessel delayed us very much. When Mr. Hornsheim came back, I told him that we had lengthened the ship, and he said "very well," he did not appear at all to object. According to the specifications, we were to have one house on deck, but in making these arrangements, we found it impossible to get the required accommodation with only one house, and I suggested to Mr. Hornsheim the advisability of building a house below. He assented to this, and brought me down a plan for the building of this house.

The Court was then adjourned for an hour.

When the Court resumed, Mr. Cook continued his evidence. Mr. Petersen, since his appointment to the new steamer, came to see her construction every day; I believe he came when the vessel was in frame. (Witness then gave particulars as to the different items in the particulars of demand for extra work; they were all incurred either by order of Mr. Hornsheim or Mr. Petersen.) Consumption of coal I believe depended on the kind of coal supplied to a vessel. I was on board of the Pacific on her first trial trip when Mr. Hornsheim was on board. She ran over 8 measured miles; this was not usual. After that the engines were brought up, owing to whose fault I don't know. We were detained three hours. Mr. Croker and Mr. Baillie, both belonging to our firm, were in charge of the engines. After the three hours' detention, it was determined to run her on a trip to try her speed and consumption of coal. A distance of 8 knots was marked out. Mr. Croker protested against running the vessel after the accident. The vessel did not come up to the required speed, owing to some fault in the shaft as was the case in the morning when the accident occurred, and owing to bad firemen, who were supplied by Mr. Hornsheim. She was tried again, but I was not on board; a few days after this I handed over the vessel to Capt. Petersen. A report was given me for her, after I promised to supply several things I was requested to do. If I had a straight-forward specification, or if I were told to build a vessel to class at Lloyd's, I could have avoided the delay in completing the vessel. We were detained for a short time by having to wait for iron from England. We maintained always the same sufficient number of men to work on her, and we worked over time sometimes. Capt. Burnie and Capt. Petersen often came to inspect the vessel; I believe all the German Captains in harbour came to see her. I was told that Mr. Hornsheim was pleased with her. This vessel cost us considerably more than the contract price, we lost a good deal over her. I should not build a similar vessel under \$35,000. The vessel is a very strong one.

By Mr. Hayler.—We contracted to build the vessel for \$23,700 instead of \$35,000 owing to competition and owing to our desire to finish the vessel soon after its completion. I believe it was one of Lloyd's rules that there should be a double iron stringer. I am not aware that Lloyd's double class a vessel without those double iron stringers; on the contrary, I was told yesterday by Captain Burnie (Lloyd's agent here) that he did not think Lloyd's would object to classify the Pacific as she was. I was instructed by Captain Sands to make the iron sheer straight 24½ inches instead of what we had contracted for; Lloyd's rule stipulated only a little more than 17½ inches. The larger size of the sheer straight would be against Lloyd's rule; it was not used to make up for the absence of the stringer in the first instance. We did not put in the stringer because it was not in the specification. If it had been asked for, I should have been most happy to give him the stringer, and it would have cost much less than what it did when we put it in afterwards. It should have cost only \$900 instead of \$1800. The mistake I made in the estimate was that I did not look more into the details as Mr. Hornsheim was in a hurry to go away, and in my not looking more into the dimensions of the specification. I do not know that the delay was caused by having to wait for the engines; I might have said to Mr. Hornsheim that there was no hurry because we had to wait for the engines. I mentioned to Mr. Hornsheim that it would be better for him to have a propeller instead of one of four blades, as the vessel was required to sail a good deal. There was no question raised as to the sheer-straight, and stringer until the vessel was nearly ready for launching; had Mr. Hornsheim said so before, I should have been very glad to put the stringer in notwithstanding it was not stipulated for in the specifications. When the false keel was put on and the metal raised, the understanding with Mr. Hornsheim was that he should be only charged with the cost, i.e. what expenses we were actually put to. I believe Capt. Sands spoke to Mr. Hornsheim about the cost of the extra work, when the vessel was being finished, but personally I do not know that any one had spoken to him about any, except that for the false keel and raising the metal.

Re-examined.—Nobody suggested the iron stringer although many persons had inspected the vessel; in fact, people said there was too much iron in the ship already as she was. I consider a wooden stringer would do just as well, in fact it would have answered the purpose very well.

Mr. H. O. Baillie, manager of the engineering department of Capt. Sands' Works, was called. I drew up the plans of the vessel before I prepared the plans. The list of stores for the ship was drawn up by Mr. Baillie, Mr. Hornsheim's engineer. These stores are now in our store at the Ship. I had orders from Capt. Sands not to deliver them up without his order. Mr. Baillie came the Saturday before Capt. Sands' death, and asked for the stores. I went to Captain Sands; he was sick, and I could not speak to him. I was on board at the time

trial trip; Mr. Croker and Mr. Schollnus were also on board. The engines allowed themselves down after a short way, and as they would stop of themselves, Mr. Croker stopped them. We went to examine the machinery and found it cool. The coal was supplied by Mr. Schollnus. It was very bad coal, and this was the cause of the accident, coupled with the tube getting clogged. At the second trial she was going at 8 miles an hour on the measured distance. The 8 miles were run in an hour, and eight minutes I was told, and on the return trip, the same distance was travelled in an hour and 2 minutes. We had our own coal on board this time. The vessel was taken delivery of a few days after this, and nothing was said.

By Mr. Hayler.—We had a brass pipe built after the first trial, but we only used it for a short time on the second trial. Since the first trial, I lengthened the funnel by five feet; and at the second trial the boiler leaked a little in front.

The Court was then adjourned till tomorrow at 10.30 a.m.

China.

The advantages of being subject to the laws of the land we live in are exemplified by a case of attempted arbitrary confiscation of property, we have just heard of. A foreign merchant made an application to the Customs to ship some tin under transit pass to Hangchow in the usual routine; in accordance with which, the cargo was sent to the Customs house-jetty to be examined, which has to be done before the duty memo is issued. The boat with the cargo then went to lie in the stream within the limits of the port, till the pass was issued by the Customs; this document was issued by the Customs in about the usual time—five days afterwards. These are the Taotai's own regulations on the subject of Transit passes covering goods to the interior. In the meantime some Chinese yamen-runners arrested the boatman for not having a transit pass, which, as will be seen, he could not have at the time, and was waiting for. This was only brought to the foreign shipper's notice, the boat being of course a freight boat, on the fifth day upon which he sent the transit pass to the Customs, and found the man and the cargo detained. He then took the pass to the tax office at the rear of the Customs house, to prove to the Wei-yuen that the cargo was properly protected by the Wei-yuen that he had returned the matter to the Taotai and could not interfere. The transit pass was then sent to the Taotai's yamen to prove that the goods were in order, but the officials said they knew nothing about the matter, and the Wei-yuen could take the man back again if he liked. The Wei-yuen on being referred to declined to release him. The foreigner then appealed to his Consul, who doubtless made an energetic protest, in forwarding the transit pass to the Taotai. Before this reached the Taotai, he expressed his intention of cutting off the boatman's head. A few days afterwards he released the boatman, but detained the cargo. He then sent a runner into the settlement to arrest the foreigner's comprador at his private residence; the comprador, being at his master's house, escaped, although, from what we can learn, he would have been arrested all the same had they found him there. But a Chinaman connected with the Hong, volunteered to go and explain matters to the Taotai, or his officials, and when he arrived at the yamen, again appealed to his Consul. The Taotai has at length, after 18 days, expressed his intention of sending the tin back to the Customs. We hope such a measure as arresting foreigners' servants will be put to stop; any case against Chinamen in the employ of foreigners should, we apprehend, be first heard in the Mixed Court before a foreign assessor; or what is the use of a Mixed Court? If this is not according to any existing treaty, the matter should be borne in mind in the next revision of treaties; or made an object in any fresh negotiations, if any such are ever entered into, in the *deus pro niente* of Peking.

(News.)

We have received the following for publication, from the office of the Messageries Maritimes:—The collision between the M. M. Co.'s steamer *Andrey* and the British ship *Coriolanus* took place on the 7th Nov., at 4.45 p.m., a little above No. 1 buoy, in the River Yangtze. The *Andrey* was struck on the port bow, before she had rounded the bridge, boats, port light, fore yard, &c., &c. The amount of damage is rather considerable, but the hull was not injured. The *Andrey* came at once to anchor, and a special watch was placed to ascertain whether the *Coriolanus* required any assistance, but no signal was made. The *Andrey* arrived at Woomung (Red Buoy) at 10 a.m. on the 8th Nov.

BRIGHAM YOUNG.

DEAD IS THE PATRIARCH AND PROPHET—
"Nay, mulla not at his titles now;
You do not hold them good—what of it?
Leave the dead laurels on his brow;
For there are those who have revered him,
Whose firm belief
From every stain of mortal weakness cleared him;
Respect at least their grief.
What though we knew him self-deluded
In many things that he has done?
Shall he for all time be damned?
Of honour he has fairly won?
The waste which he has filled with flowers
Sings in his praise!
The ascetics we reckon but by hours
Lapse till the end of days.
We meet at things which he held holy;
Are we then certain of the fight?
Is there no truth but in his self?
Can we alone be right?
It may be—but who knows the morrow?
Faith may be strong.
And yet the strongest may find to his sorrow
That he alone is wrong."
—San Francisco News-letter.

BANKRUPTCY IN CHINA.

(China Review.)
The Law of Bankruptcy in China, like most other laws or customs except the Criminal Code, lies rather in the breasts of individuals than in the records of legal libraries. As a rule an arrangement is effected "out of court," otherwise "whilst the hawk and the oyster are struggling, the fisherman gets the pair." One of the first steps is for the creditors to take possession of the bankrupt's property, call in the hundred man or the magistrate's runner, and take an inventory of the goods of the Bankrupt. There is no such thing as an "act of bankruptcy" amongst the Chinese, nor any substitutes as to trustees.

precedence of creditors, secured debts, equitable and legal assets, adjudications, &c., &c.; the plain question is "can Smith pay what he owes to Brown, Jones, and Robinson or no?" If he cannot, Brown, Jones, and Robinson, whatever be the nature of their claims, as long as they are well-grounded, come in as creditors on equal terms. Anciently, it is said the body of the creditor was liable to be used by them for labour. At the present time the creditor can himself arrest and confine in his own house the man who will not or can not pay up, without any legal process whatever, and for any length of time, but he does it at his own peril, and if he injures or kills the debtor whilst resisting arrest, he is answerable just as he would be if he was no debtor at all. Or he may arrest and confine the son or grandson of the debtor, whatever their age; though he may not arrest his wife or daughter. He may not sell the son or grandson; but he may sell the clothes they wear or those of the debtor himself. Nor can he sell his slaves, lands, houses, or anything whatever in which the property is passed by deed; but he may sell his ships, horses, and other chattels. Servants have no prior claim for wages, and jewellers are not postponable in favour of butchers and bakers. Government taxes, however, or other funds, such as fees, fines, &c., due to Government, take precedence over the claims of ordinary creditors. Future property, in the absence of special agreement, is liable to all time of the debtor of an insolvent or bankrupt. Things passing by deed must be sold in the insolvent's name, by means of pressure applied to him, or by the officials, should the insolvent be foolish enough to get into Court.

DIARY OF THE WAR.

(Compiled from the Daily papers.)

Friday, Sept. 23.—There is but little news again to-day from the seat of war, but the telegrams of this morning are unfavourable to the Russians. For the most part the continuance of the rain has prevented any serious operations. The Turks, however, have made a demonstration against Elens, destroyed a redoubt, and burned four villages. The Russian official reports admit that Plevna has been relieved by a very large Turkish force, but does not supply any details. It is reported that, in consequence of the bad weather, Mehmet Ali has commenced to fall back on the positions he formerly occupied on the Kara Lom. In Montenegro the Turks have been obliged to capitulate at Goranako, after a desperate engagement. Three hundred Nizams were taken prisoners, and a large number of rifles fell into the hands of the Montenegrins, who have also achieved some smaller successes.

Saturday, Sept. 29.—A telegram from Orkhanie, dated Thursday, announces that Chakhet Pasha's second column of troops is nearly ready to start for Plevna, and that heavy guns have been sent to Orkhanie, and assistance is stated to be much wanted. The Special Correspondent of the Daily Telegraph at Shumla reports that on Thursday Mehmet Ali made a retrograde movement, the Russian positions being too strong for a front attack. Owing to the coming of the ground, the Turks were unable to take the offensive, and fell back in good order. There have been frequent rains. At the Shipka Pass, the cannonading of the Russian position continues; rain and snow impede infantry movements. On Friday the snow was 2 to 3 inches deep on the ground. From Asia there are reports of skirmishing between the forces of General Turgutkassoff and those of Ismail Pasha, without any result. An engagement took place on the 21st instant, which lasted for nine hours, the Russian losses being estimated at 400 and the Turks at 15 killed and 40 wounded. Lord Blantyre was bringing aid to the Turkish wounded. The population of Erzeroum is engaged transporting provisions to Kara.

Monday, Oct. 1.—The war in Bulgaria and the Balkans is almost suspended by the snow and rain which have made the roads impassable. Both Russians and Turks dwell on the state of the weather in their despatches, the Russians with the more reason on account of a number of collisions of troops are mentioned in the telegrams, but they are for the most part of no consequence. A Vienna telegram states on authority from Shumla that the Russians, advancing eastward, have occupied some positions near the Lom, and that their outposts are skirmishing with the Turks near Popkoi. It is added that an important action is imminent; but this is an improbable conjecture. From the Shipka Pass it is announced that the Russians have carried up mortars to their positions, and are now reaching the Turks with their vertical fire. The first effect of the employment of mortars was the explosion of a Turkish powder magazine. On the other hand Suleiman Pasha declares that he has hemmed the Russians in on three sides with his artillery fire, and that their position is critical.

Tuesday, Oct. 2.—Again there is only little news from the seat of war, but two conflicts are reported. In one case the Roumanian force attacked Bakova, and were repulsed. In the other the Roumanian force from Ardahan, having crossed the River Kura, were defeated by Chakir Bey, who pursued them some distance. Russia is reported to be urging Serbia to co-operate in this war, but it is thought the decision of Prince Milan and his advisers will depend on what they hear from the Russian envoy, who has just arrived at Belgrade with acquiescence intended to promote Serbian mobilization. The conspiracy in Hungary has proved a fiasco, but it is thought that the intention to rise in favour of Turkey is not yet extinct.

Wednesday, Oct. 3.—The war news to-day is more stirring. It has been resolved to reopen the siege of Plevna, and General Todleben has been ordered to place his heavy guns against the town on three sides. According to the *Globe's* Roumanian have not proved quite so gallant as the telegrams used to represent them, and General Ignatieff is quoted as the authority for the statement that they twice turned their backs on the Turks. The Russians still keep up an incessant artillery fire on one side of the town. In Asia Minor the Russians have suffered a severe repulse, and after having been pursued for two hours they were driven beyond the frontier. In Serbia there is much agitation on both sides as to whether the Roumanians engage in the conflict, and the Protestants are represented as playing the Protestants against the Prince, who still vacillates, he having been warned that if he should join the Roumanians such a step would cost him

his throne, even if his allies proved successful. Thursday, Oct. 4.—It was announced from Constantinople at eight o'clock this evening that the Turkish troops had again given battle in Asia Minor, near Alexandropol. The fighting was proceeding, but at the time of the dispatch of the telegram the chances were apparently in favour of the Turks. All the Russian and Roumanian positions before Plevna have been inspected by the Grand Duke Nicholas, who was accompanied by Prince Charles of Roumania, and General Todleben. A Russian telegram says that Mehmet Ali Pasha is recalled, that Suleiman Pasha is to take command of the Army of the Danube, and that Raouf Pasha is to be Commander-in-Chief in the Balkans.

PEARL FISHING IN TORRES STRAIT.

By J. C.

One evening, continues our South Sea Islander's yarn, when we were returning to the schooner with a boatload of pearls, the diver being employed at the helm, and the rest of the crew were asleep in our small cabin. There was a very stiff breeze blowing, and the night, closed in rather dark. We were running pretty close to the southern shore of Babbar—or, as we generally called it, Booby Island—and when nearing the last point of land of the island I saw directly in front of us, and not more than fifty yards ahead, a black object that had the appearance of a reef jutting above the surface. We were going right on to it. Not a moment was to be lost, or we should have been dashed to pieces if we came in contact at the rate we were driving through the water. I shouted out at the top of my voice to the helmsman to port the helm hard. Whether it was the commanding perspiry tone, or an alarming appeal in my voice, I know not, but I do know that the helmsman was assented to soon as given. Not a bit too soon, for the next moment the gunwale of our boat grated against the side of the black mass as we flew past. We were saved! It seemed to be by a miracle. If the helmsman had hesitated it was all up with us.

When we had got clear, and gone some distance from the object, the diver sang out, "Why it's a vessel half sunk that we so nearly ran into; look at her two masts." I looked as desired, and through the darkness saw enough there were two masts, and about three feet of the hull of a good-sized brig, evidently perched upon a reef. At the rate we were going we soon lost sight of the vessel, and as we thought there might be some of the hands on the rigging, the boat was tacked, some sail taken in, and we again ran past the wreck, taking care, however, to give it a wider berth than before, but getting sufficiently near to hear any response that might be made to our hallooing. The efforts to elicit an answer to our shouting proved futile. Whatever had become of the crew they were not on the wreck. We therefore put the boat about and again steered for the schooner, which was some distant about two miles, determining to come back the next morning to search for the missing men.

The following morning was calm, and the captain with myself and three others manned the whaleboat and started at daylight for the wreck. We were not long in reaching it. The wind having been pretty strong in the night, the brig had partly slidships, the fore part being still elevated upon the reef; the aft portion, with both masts, we found broken up, and pieces floating all about the reef. As the sea was quite still, we pulled our boat up to and fastened her to a ring on the bulwarks, and the diver and myself, divesting our persons of the apparel we had on, mounted. There was nothing on the deck but a few odds and ends of chains, ropes, rigging, &c. The diver told me to dive below to see if there were any bodies in the forecastle. The steps leading to this apartment had got displaced, so we procured a rope, which the diver held at one end, and I the other. We adopted this course as a means of safety, for at times the suction is so great that a man is powerless if left to his own resources.

When I got below I could not see very distinctly for a minute or so, but when my eyes got accustomed to the peculiar light, the various objects towards midships were tolerably discernible. At the end where the brig had departed was the partition between the forecastle and hold, in which a great hole appeared, and through it I could see the craggy points of the treacherous reef as it tapered away to nothing in the distance. The missing steps were jammed underneath the deck across this aperture. All the other articles in the room that would float were sticking to the ceiling in a similar way. When I turned my gaze towards the bow I could see nothing a few feet from me. I had not the diving dress on, I had to be pulled up frequently to recover breath. I went down for the last time for the purpose of groping my way round the fore and aft end of the forecastle, to see if I could discover anything there, to see if I could along the wall, I got to the end of the partition, where I came against a bunk, and the next instant there was a tremendous splash which startled me, for I could see nothing it was so dark. I put my hands on top of the bed to steady myself, when I felt a cold rigid face between my fingers. I seized hold by the hair of the head with one hand and dragged the corpse to the opening above, and on reaching the deck it proved to be the remains of a Chinaman. The face and upper part of the body were perfect, but the flesh had been all taken off the legs, by sharks in all probability one of whom I had disturbed, and which made the great splash which somewhat upset my equilibrium.

We made diligent search, but found no more bodies. The one we had discovered was interred upon the island in due form. Some weeks afterwards we learned that the hands on board the vessel had got away in a boat, and were picked up by a pearl fishing schooner, but the poor Chinaman, who was coolly was lying in bed at the time the brig struck, and he consequently drowned in his bunk, and quite overlooked by the crew in the confusion of leaving.

NOVEL MODES OF FISHING.

"There is but a step from the sublime to the ridiculous," and in the chronological order of my peering experience there is but a day between the tragic and the sportive.

After we had been hard at work for two or three weeks, and had exhausted with the boat pretty full of pearl fish, the captain used to give three who had been out in the

boat a few days' spell. On these occasions some of us amused ourselves fishing. The day after having poor "Chinee" two of my countrymen and self put the diving dress and apparatus on board one of the boats, together with some dried turtle-shells we had, lines, hooks, &c., and set off for a small bay that we knew swarmed with fish.

In the first chapter I described the peculiarities of the snucker. The fish is something of the shark species, and when it can get a sufficiency it appears to live principally on turtles. The method snuckers adopt in killing the turtle is simply to fasten on with the sucker at the back of their head to any part of the turtle they can get hold of, and then placidly hang on, while the unfortunate prey rushes through the water at a frantic pace hither and thither until it becomes quite exhausted. Then the sucker quietly lets go and commences his meal of morsels. I have caught a snucker now and again with an ordinary fishing line, but this is a slow process in comparison to that I adopted when I went at it in earnest. I used to attach a long line to a turtle-shell, and let it float away from the side of the boat, when in a very short time, one, two, three, and sometimes as many as five or six snuckers would adhere to the shell, and allow themselves to be pulled on board the boat. On the afternoon I am speaking about we caught a great number by this means. We had a large iron tank in the boat full of sea water into which we put their suckers as we disconnected them—no easy matter I can tell you—from the shell. When we had caught sufficient for our purpose, we tied strong snapper lines to the tails of six of the suckers and let them over the side of the boat. They darted off in different directions as far as we would let them go. These lines we had fastened to the seats and other convenient parts of the boat, each one of us having two lines to attend to. In a very short time there would be a strong tug at one or more of the lines, which would be seen whisking about, and then began the work of hauling in the turtle. If the snucker had got hold, there was no fear of losing the fish, unless the tackle gave way. The snucker's grip is much more certain than a fishhook. The singular part in catching turtle in this way is that although the sucker is so tenacious in sticking to the empty shell and to the live turtle while you get him to the side of the boat, directly you turn the turtle on his back the sucker leaves go and darts off in quest of fresh prey.

At times when one of our snuckers fastened on to a very large turtle we had all our work to capture him. These suckers take very kindly to the operation of being tethered in this way for days, and they seem to feed about the bottom quite unconcernedly, but let a turtle show his signs of reaching their line and he is bound within reach of their line and he is bound to be "had." I have often thought the name "Torres" should be changed for "Turtle" Strait. I do not think there is any place in the world where the turtle are so plentiful as in the Straits off Cape York and all among the islands in the vicinity. These waters are regularly teeming with them.

In about an hour we had half filled the boat with turtle with the aid of our suckers, and as we had done with their services for the time, the lines were unfastened and the fish we had had at work, in addition to those kept in the tub as a "reserve," were let loose in their native element, to do duty on a future occasion if required and we fell across them.

As we had caught all the turtle we required, I put on the diving dress and went down below to fish. It may seem a queer idea to the ordinary fisherman to talk of going "below" to angle, but the method is both amusing and expeditious if you have the appliances to put it in practice. I selected a piece of snapper line about twenty feet long, nooting on a large size jewell hook, but having no sinker. For bait I cut up part of a small turtle, and this I crimped desecrated and commenced angling. We were anchored in about nine fathoms and about forty yards from a small reef of rocks. The current was very slight, but sufficient to run my short line to its extreme limit. It was very singular to see how quickly the fish gathered round from all quarters when the baited line stretched out, although not one was in sight before. In a moment one of their number seized the bait, and as a matter of course was hooked, for in this way of fishing you can see all that is going on, and know exactly when to "tug," and feel as certain of your fish as the Arab of his wild colt when lassoed.

I had a capital afternoon's sport, catching as many fish as all hands could consume for some days. One peculiarity in connection with this under-water fishing is, that for every fish I caught with the line I caught one with my hand. The way this is done is very simple. As soon as I hooked a fish his companions would keep round him as I gently hauled him towards me, and when within reach I seized one of the number of followers with my right hand between the two eyes, and so skilful had I become in the feat by practice that I seldom failed. This mode of fishing, however, is attended with danger, even with the diving dress on, if you are in deep water, and the fish you hook bleed freely. The sharks either smell or see blood a long distance, and there is no keeping them off when they get on its trail.

I caught about five different varieties of fish, comprising polynome (a sort of perch), rock-od, bream, "tailor," and king. While in the north I caught a great many fish that I had never seen before nor since. The variety of sharks is almost endless, some of them attacking is almost endless, and possessing a most voracious appetite for anything that comes in their way. To give the reader an idea of the miscellaneous diet these monsters indulge in, I will enumerate the various articles I was told (but do not vouch for the truth) were taken from one of their stomachs. He measured seventeen feet from the point of the nose to the tail. When the stomach was laid bare it presented a queer spectacle; there were two links of a large anchor chain, a lib. circular salmon tin, a lady's brooch, of a large size, with likeness in centre, but defaced; several crabs, and a singular looking snail, twenty-nine human bones belonging to different parts of the body, one hundred and four muskels, a dugong's tail, three skulls of a large-edged sheep, seventy-six nails, assorted, and all very rusty; a sheet of brown paper, crumpled up; 1 c. vial label destroyed; a lot of marine barbage, ten pieces rope, varying in length from six inches to four feet; twenty-three corals, some broken; a small Wollaston's hymen-book, wanting one side cover, and several leaves; forty-seven small fish, a piece of parrot, the arm of an old coat, thirteen buttons, assorted; and a

lump of salt pork, which had formed part of the bait with which he was caught. In addition to these articles there were several pieces of oyster and other shell. The quantity of oil that can be extracted from the liver of a shark of the size of the foregoing is very great, and is largely used north for all sorts of purposes. It is especially good for sprains, &c.

Quotations.

HONGKONG, November 16, 1877.

OPIMUM.—New Patna, cash,...	4710
Old Patna, cash,...	None
New Benares, cash,...	640
Old Benares, cash,...	None
New Malwa, cash,...	740
Allowance Tala, 32,...	32
Old Malwa, cash,...	740
Allowance Tala, 23,...	23
QUICKSILVER, ...	66

Exchange.

Bank, on demand, ...	8/10
30 days' sight, ...	3/10 1/2
6 months' sight, ...	3/11
Credit, ...	3/11 1/2
Documentary, 6 months' sight, ...	3/11 1/2
Bombay, demand Rupees, ...	220
Calcutta, ...	220
Shanghai, demand, ...	73 1/2
30 days, ...	73 1/2
Bar Silver, 17, dwt. 2, ...	10 1/2
Specie, ...	10 1/2
Mexican, ...	1 p. 6 ps.
Gold, ...	26.30
English Sovereigns, ...	5.06
Australian Sovereigns, ...	5.06
Discount, ...	6 s 10

Shares.

Hongkong Bank, 57 p cent.	
Union Ins. Society of Canton, 41,100	
China Traders' Ins. Co., \$2,800	
Chinese Insurance Co., \$255	
Yangtze Ins. Assoc., \$15,640	
North China Ins. Co., \$15,860	
H.K. Fire Ins. Co., \$670	
China Fire Ins. Co., \$178	
H.K. & W. Dock Co., 15 1/2 dwt.	
H.K. & M. S. Dock Co., 20 1/2 dwt.	
Shanghai Steam Navigation, \$15,26	
Hongkong Gas Co., \$75	
Hongkong Hotel Co., \$60	
Chinese Imperial Loan, \$104 10/100	

Temperatures.

(Taken at Messrs. Falconer & Co.'s Premises Queen's Road.)

HONGKONG, November 16, 1877.	
BAROMETER.—9 A.M., ...	30.140
Do. 1 P.M., ...	30.080
Do. 4 P.M., ...	30.040
THERMOMETER.—9 A.M., ...	79
Do. 1 P.M., ...	79
Do. 4 P.M., ...	79
Do. (Wet bulb) 9 A.M., ...	75 1/2
Do. Do. 1 P.M., ...	77
Do. Do. 4 P.M., ...	77
Do. Maximum, ...	80
Do. Minimum over night, ...	74

Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers:

VESSELS TO ARRIVE.

AT HONGKONG.

When left. Name. From. Remarks.

May			
11, David,	Antwerp		
11, Naworth,	Antwerp		
12, Ohando,	Calcutta		
12, Altra,	Melbourne		
26, Martha Jackson,	Panama		
26, Alexandra,	Liverpool		
30, C. R. Bishop,	Falmouth		

June

7, Edmand Brunson,	Portsmouth		
15, Henry Lippert,	New York		
19, City of Halifax,	Cardiff		

July

2, Northampton,	Baltimore		
10, Niagara,	Cuxhaven		
18, Jessie Jamieson,	Cardiff		
14, Abernethy,	Liverpool		
18, Carl Ritter,	Cardiff		
25, Globe,	Deal		
30, Ferdinand,	Newport		
31, R. C. Rickners,	Cardiff		

Aug.

bait,	18, Carl Ritter,	Cardiff
for	25. Globe,	Deal

To Let.

TO LET.

NOS. 4, and 5, PECHU TERRACE, ELGIN STREET.
Apply to
LANE, CRAWFORD & Co.
Hongkong, July 30, 1877.

AN OFFICE TO LET.
Apply to
LANDSTEIN & Co.
Hongkong, September 15, 1877.

TO LET.

HOUSE No. 10, Albany Road, lately occupied by the Rev. R. H. Kinn. "Blanco Villa," Fok-fu-lum, Furnished. House No. 2, Seymour Terrace. Nos. 9 and 11, Queen's Road Central, with spacious Godowns situated, at present occupied by Messrs BUTTERFIELD & SWIRE.
DAVID SASSOON, SONS & Co.
Hongkong, October 13, 1877.

TO LET.

THE Dwelling House and Office No. 1, D'Almeida Street, lately in the occupation of Messrs DOUGLAS LAPRAIK & Co.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, July 9, 1877.

Mails.



STEAM FOR
Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton, and London.
Also,
Bombay, Madras, Calcutta, and Australia.

THE PANAMA AND OCEANIC STEAM NAVIGATION COMPANY'S Steamship ZAMBESI, Captain SIMON, will leave this on THURSDAY, the 22nd November, at Noon.

For further Particulars, apply to
A. LIND, Superintendent.
Hongkong, November 13, 1877. no22

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CHINA will be despatched for San Francisco, via Yokohama, on FRIDAY, the 23rd Instant, 1877, at 12 o'clock Noon, taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

A REDUCTION OF TWENTY PER CENT on regular rates is granted to OFFICERS of the ARMY and NAVY, and MEMBERS of the CIVIL and CONSULAR SERVICES in COMMISSION.

Freight will be received on board until 4 p.m., 22nd Instant. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 1, Praya Central.

RUSSELL & Co., Agents.
Hongkong, November 15, 1877. no23

Occidental & Oriental Steamship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE.

IN CONNECTION WITH THE CENTRAL AND

UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S.S. "BELLE" will be despatched for San Francisco via Yokohama, on THURSDAY, the 8th December, at 8 p.m., taking Cargo and Passengers for Japan, the United States, and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. at the 6th December. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

A Reduction is made on Return Passage Tickets.

For further information as to Freight and Passage, apply to the Agency of the Company, No. 9, Queen's Road Central.

G. B. EMORY, Agent.
Hongkong, November 9, 1877. no24

Notices of Firms.

NOTICE.

I HAVE This Day Established myself at this Port as MERCHANT and GENERAL COMMISSION AGENT.

W. SCHRIEVER.
Haliphong, November 9, 1877. del5

NOTICE.

I HAVE This Day admitted Mr. WILLIAM LEGGIE as a PARTNER in my Business, which will henceforth be conducted under the Style of HUGHES & LEGGIE.

W. KERFOOT HUGHES.
Hongkong, November 1, 1877. jal

NOTICE.

MR. CHARLES DAVID BOTTOMLEY was admitted a PARTNER in our Firm on the 1st July, 1877.

DOUGLAS LAPRAIK & Co.
Hongkong, September 22, 1877.

NOTICE.

MR. JAMES AYTON MANN is authorized to Sign our Firm by Procuration.

GEPP & Co.
Canton, November 1, 1877. jal

NOTICE.

THE Business of SHARE and GENERAL BROKER, hitherto conducted in my name, will now be carried on under the Style of COHEN & HEATON, Mr. ALEXANDER MACGLASHAN HEATON having This Day become a PARTNER therein.

OHAS. C. COHEN.
Hongkong, November 1, 1877. jal

NOTICE.

I HAVE This Day Established myself at this Port as a GENERAL COMMISSION AGENT.

J. V. VERNON SHAW.
Hongkong, November 1, 1877. my1

NOTICE.

FROM This Date Mr. EDWARD SHEPPARD and Mr. M. W. GREIG, are authorized to Sign the name of our Firm by Procuration at Foochow, and Mr. F. F. ELWANT at Amoy.

RUSSELL & Co.
China, June 1, 1877. del

For Sale.

FOR SALE.

SHAMSHI CANTON.

THE Desirable PROPERTY known as Lot No. 49, consisting of Commodious DWELLING HOUSE, OFFICES and SILK GODOWN.

For particulars, apply to
G. M. SMITH,
Canton.
October 15, 1877.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo, pp. 202.—By ERNEST JOHN EITEL, Ph.D. Tubingen.

Price: TWO DOLLARS AND A HALF.
To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.
Hongkong, February 8, 1877.

WASHING BOOKS.

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office—Price, \$1 each.
CHINA MAIL OFFICE.

Insurances.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEE.

JAS. B. COUGHTRE, Secretary.
Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, in Coals in Matchboxes, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, terms of proposals or any other information, apply to
ARTHOLD, KARBERG & Co.
Agents Hongkong & Canton.
Hongkong, January 4, 1867.

QUEEN FIRE INSURANCE COMPANY.

THE Underigned are prepared to grant Policies against FIRE to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co., Agents.
Hongkong, January 1, 1874.

Insurances.

YANGTZE INSURANCE ASSOCIATION.

CAPITAL—Fully Paid-up.....Tls. 420,000
PERMANENT RESERVE.....250,000
SPECIAL RESERVE FUND.....75,000
Total Capital and accumulations.....Tls. 745,000
Since date.....

Directors.

F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq. O. KERN, Esq.
M. P. EVANS, Esq. O. LUCAS, Esq.

Secretaries.

Messrs. RUSSELL & Co., Shanghai.
London Bankers:
Messrs. BERING BROTHERS & Co.

Agents in:

HONGKONG, LONDON, SAN FRANCISCO, and the Principal Ports in the East.

POLICIES granted on Marine Risks to all parts of the World, at current rates.

Subject to a charge of 12% for interest on Shareholders' Capital; ALL THE PROFITS OF THE UNDERWRITING BUSINESS will be annually distributed among all Contributors of Business in proportion to the premium paid by them.

RUSSELL & Co., Agents.

Hongkong, October 1, 1877.

CHINESE INSURANCE COMPANY. (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., General Agents.

Hongkong, April 17, 1873.

ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOHERS & Co., Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Act of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Underigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Underigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.
Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.
Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding \$5,000 at reduced rates.

HOLLIDAY, WISE & Co., Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Underigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 14, 1868.

SHEONG ON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

Directors.
KWOK ACHONG, Merchant.
PANG YIN, Merchant.
Ho Nam, of Hop Yik Chan, Merchant.
Loo Yee, of the Yee On Hong, Merchant.
Lau Shing, of Lal Hing Firm, Merchant.
CHEUNG SING YONG, Merchant.
CHOT CHAN, Merchant.

Manager—HO AMEL.

POLICIES against FIRE granted on Buildings and on Goods stored therein at CURRENT RATES, subject to a Discount of 20% on the Premium.

OFFICE, 43, Bankam Strand.

Hongkong, August 23, 1877. no25

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked K., near the Kowloon shore L., and those in the body of the Harbour or midway between each shore are marked G., in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Ice Works.
3. From Novelty Ice Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name	Section	Captain	Flag and Rig.	Tons	Date of Arrival	Consignee or Agents.	Destination.	Remarks.
Steamers.								
Bombay	5	Briscoe	Brit. str.	740	Oct. 24	P. & O. S. N. Co.		
Camoc	2	Brice	Brit. str.	95	Oct. 24	Kwok Acheong		
Cassandra	3	Langer	Ger. str.	937	Nov. 12	Wm. Pustau & Co.		
Charlton	3	Johnson	Brit. str.	787	Nov. 14	Hop Koi & Co.		
Cheung Hook Kian	3	Scott	Brit. str.	956	Oct. 31	Man Hing		
Conquest	4	Hamlin	Brit. str.	316	Nov. 16	Kwong Lee Yuen & Co.		
Dale	5	Thompson	Brit. str.	654	Nov. 18	Douglas Lapraik & Co.		
Douglas	5	Pittman	Brit. str.	684	Nov. 13	Douglas Lapraik & Co.		
Fame	6	Stopani	Brit. str.	117	Oct. 7	H. K. & W'pou Dock Co.		
Fernow	5	Clark	Brit. str.	700	Oct. 7	Chinese		
Maharajah	5	Clark	Brit. str.	994	Nov. 14	Stemssen & Co.		
Maritima	2	Munoz	Span. str.	359	Oct. 18	Remedios & Co.		
Norma	2	Walker	Brit. str.	606	Nov. 16	Kwok Acheong		
Pacific	4	Petersen	Ger. str.	69	Nov. 8	Hernandez & Co.		
Panay	2	Goyenchea	Span. str.	500	Oct. 30	Remedios & Co.		
Peiho	5	Lecointre	Frb. str.	2125	Nov. 15	Messageries Maritimes		
Poneto	5	Cain	Brit. str.	652	Nov. 12	Melchers & Co.		
Portsmouth	5	Hyde	Brit. str.	645	Nov. 14	Wm. Pustau & Co.		
Rajmahanbar	5	Hopkins	Brit. str.	933	Nov. 2	Yuen Fat Hong		
Strathgairn	5	Roberts	Brit. str.	48	Sept. 19	Insurance Company		
West Stanley	4	Holland	Brit. str.	1286	Nov. 8	Gibb, Livingston & Co.		
Yotung	4	Rundman	Brit. str.	384	June 4	G. McElin		
	4	Hawkins	Brit. str.	289	Nov. 10	Stemssen & Co.		
	4	Hawkins	Brit. str.	289	Nov. 10	Kwong Lee Yuen & Co.		
Sailing Vessels.								
Abercrombie	3	Evans	Brit. sh.	1087	Oct. 12	Adamson, Bell & Co.		
Abiel Abbot	3	Chase	Am. Sm. sh.	690	Sept. 24	Russell & Co.		
Alphington	3	Cunningham	Brit. bge.	326	Sept. 6	Wielor & Co.		
Angele	2	Barbazan	Frb. bge.	891	Nov. 14	Carlowitz & Co.		
Augusta	3	Bernard	Frb. bge.	869	Oct. 21	Carlowitz & Co.		
Bonita	4	Stehr	Ger. Sm. sh.	341	Nov. 7	Edward Schellhaus & Co.		
Broomhall	3	Bate	Brit. sh.	1379	Oct. 28	Russell & Co.		
Candidate	3	Davison	Brit. sh.	765	Nov. 1	Arnhold, Karberg & Co.		
Carl	4	Thomsen	Ger. bg.	215	Nov. 9	Arnhold, Karberg & Co.		
Charité	4	Herve	Frb. bge.	255	Nov. 7	Carlowitz & Co.		
Charles Mureau	3	Quatrecous	Frb. bge.	852	Nov. 14	Landstein & Co.		
Charter Oak	7	Staples	Amer. sh.	963	Oct. 24	Vogel, Hagedorn & Co.		
Chilana	7	Muhler	Amer. bge.	628	Oct. 4	Arnhold, Karberg & Co.		
Chilum	8	Shrewsbury	Brit. sh.	1884	Sept. 25	Vogel, Hagedorn & Co.		
Clara	8	Chalmers	Brit. sh.	938	Nov. 7	Arnhold, Karberg & Co.		
Colombo	8	Scholar	Brit. bge.	384	Nov. 10	Chinese		
Colorado	8	Ingraham	Amer. sh.	1075	Oct. 15	Vogel, Hagedorn & Co.		
Coquette	8	Lauridsen	Ger. bge.	283	Nov. 7	Edward Schellhaus & Co.		
Corean	8	Vincent	Amer. sh.	150	Sept. 25	Insurance Co.		
Cresswell	8	White	Brit. bge.	464	Oct. 30	Chinese		
Cuba	8	Stabell	Brit. bge.	520	Nov. 8	Meyer & Co.		
Doris Brodren	2	Nielsen	Dan. bge.	647	Nov. 15	Order		
Elizabeth Nicholson	3	Grierson	Brit. sh.	904	Oct. 24	Russell & Co.		
Elise	4	Pernian	Hawa. bge.	312	Nov. 9	Order		
Empress	3	Skinner	Brit. bge.	371	Oct. 28	Rosario & Co.		
Evering Star	3	Asburn	Brit. bge.	286	Oct. 19	Borneo Company, Limited		
F. B. Dwyer	4	Vorsatz	Ger. bge.	628	Nov. 11	Chinese		
Fabius	3	Stolze	Slam. sh.	491	Nov. 28	Kin-tye-long		
Faith	2	Davies	Brit. bge.	491	Nov. 18	Chinese		
Galatea	7	Jaeger	Ger. sh.	1286	July 30	Vogel, Hagedorn & Co.		
Garmouth	7	McPherson	Brit. Sm. sh.	189	Oct. 8	Meyer & Co.		
Glory	8	Thompson	Slam. bge.	550	Nov. 14	Tak Mae		
Great Admiral	8	Thompson	Amer. sh.	1676	Aug. 19	Russell & Co.		
Gustav & Marie	4	Bühmann	Ger. sh.	354	Nov. 8	Wielor & Co.		
Harbinger	3	Johnson	Brit. sh.	1516	July 27	Jardine, Matheson & Co.		
Harriet N. Carleton	4	Harries	Amer. bge.	872	Oct. 16	Russell & Co.		
Helicon	6	Hawes	Amer. sh.	1200	Oct. 18	Melchers & Co.		
Horta	6	Wadley	Brit. sh.	1127	Nov. 7	P. & O. S. N. Co.		
Iales of the South	4	Dennett	Brit. sh.	820	July 5	Vogel, Hagedorn & Co.		
Jacarta	4	Dirksen	Dnt. bg.	810	Oct. 28	Stemssen & Co.		
Johanne	4	Herkisen	Ger. bge.	628	Oct. 8	Wm. Pustau & Co.		
Kate Carnie	4	Wilson	Brit. bge.	549	Oct. 20	Melchers & Co.		
Kenton	3	Cobrin	Brit. bge.	637	Oct. 24	Wielor & Co.		
Louisa	3	Scherloh	Ger. Sm. sh.	245	Nov. 14	Edward Schellhaus & Co.		
Manly	2	Sanderson	Slam. bge.	422	Oct. 31	Tak Mae		
Mangerton	8	Thompson	Brit. bge.	830	Sept. 19	Adamson, Bell & Co.		
Marie	8	Reinmeister	Ger. bge.	465	Sept. 25	Rosario & Co.		
Melborek	8	Wass	Brit. bge.	870	Oct. 15	Arnhold, Karberg & Co.		
Meteor	3	Dinkelberg	Amer. sh.	849	Oct. 16	Meyer & Co.		
Mikado	3	Hirsch	Ger. bge.	598	Sept. 28	Melchers & Co.		
Oceida	3	Gyma	Ger. bge.	890	Nov. 12	Edward Schellhaus & Co.		
Papillon	3	Gunn	Frb. sh.	2394	Nov. 20	Meyer & Co.		
Peluo	4	Christiansen	Ger. bge.	458	Nov. 11	Carlowitz & Co.		
Phillip Fitzpatrick	4	Phelon	Amer. bge.	250	Nov. 14	Arnhold, Karberg & Co.		
Piccola	4	Graf	Ger. bge.	682	Oct. 19	Vogel, Hagedorn & Co.		
Presto	4	Laidman	Brit. bge.	239	Oct. 2	Stemssen & Co.		
Princess Seraph	4	Munchan	Slam. bge.	384	Nov. 8	Meyer & Co.		
Ruadhan Castle	4	Richards	Slam. bge.	445	Oct. 12	Carlowitz & Co.		
Samos	3	Bryant	Amer. sch.	599	Oct. 20	Wm. Pustau & Co.		
Sea Belle	3	Ram	Brit. Sm. sh.	395	Nov. 8	Russell & Co.		
Slamene Crown	3	Sass	Slam. sh.	219	Nov. 9	Captain		
St. Idene	3	Durand	Frb. bge.	639	Oct. 24	Tak Mae		
Staghound	3	Fawcett	Brit. bge.	888	Nov. 8	Carlowitz & Co.		
Strathmore	3	Hensworth	Brit. bge.	992	Oct. 22	Meyer & Co.		
Sumatra	3	O'ough	Amer. sh.	500	Oct. 22	Douglas Lapraik & Co.		
Sydenham	3	Miller	Brit. sh.	1090	Sept. 5	Russell & Co.		
The Murray	4	Mitchell	Brit. sh.	1068	July 11	Vogel, Hagedorn & Co.		
Thomas A. Goddard	3	Smith	Amer. bge.	903	Oct. 6	Jardine, Matheson & Co.		
Three Brothers	3	Kahloke	Brit. bge.	682	Oct. 28	Order		
Trilo	4	Westerveld	Dnt. bge.	387	Oct. 21	Chinese		
Uziab	4	Harden	Brit. sch.	268	Oct. 13	Stemssen & Co.		
Viscount McDuff	4	Wright	Brit. Sm. sh.	319	Nov. 9	Wielor & Co.		
	4	Wright	Brit. Sm. sh.	289	Nov. 11	Hing Sing Tye		
WHARFHOA								
Rosa Eosticher		Schultze	Ger. bge.		Nov. 9	Wm. Pustau & Co.		